

CLASSIFICATION RESTRICTED
 SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY
 INFORMATION FROM
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT
 CD NO.

STAT

COUNTRY USSR
 SUBJECT Transportation - Maritime
 Economic - Layover, shipping
 HOW PUBLISHED Monthly periodical
 WHERE PUBLISHED Moscow
 DATE PUBLISHED Jan 1952
 LANGUAGE Russian

DATE OF INFORMATION 1950 - 1951
 DATE DIST. 26 May 1952
 NO. OF PAGES 2
 SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 50 U. S. C., 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Morskoy Flot, No 1, 1952.

UNPRODUCTIVE SHIP LAYOVER STILL EXCESSIVE IN SOVIET MARITIME FLEET

Although unproductive layover of ships is decreasing yearly in the Soviet maritime fleet, it is still far too great. Unproductive layover per 1,000 tons of freight carried amounted to 1.01 ship days in 1940, 0.82 in 1948, 0.62 in 1949, and 0.48 in 1950.

A breakdown of average ship turnaround time shows that dry-cargo ships are en route only 39.1 percent of their total operating time and that over 60 percent of the operating time is spent in layover. Of the average turnaround time of dry cargo vessels of the Ministry of Maritime Fleet, the vessels were en route 39 percent in 1950 and 43.1 percent in the first 9 months of 1951. Corresponding figures for loading and unloading operations are 29 and 28.9 percent, respectively; for productive layover, 9.6 and 10.7 percent; for layover for meteorological reasons, 6.3 and 4.5 percent; and for unproductive layover, 15.9 and 12.8 percent. Unproductive layover lowers the hauling capacity of the maritime fleet by nearly 3 million tons.

Forty percent of all unproductive layover of dry-cargo ships is caused by delays of ships awaiting dock space or tow boats (see Tables 2 and 3, appended). Ship delay while awaiting freight or ship crews is also responsible for much of the unproductive layover.

Productive layover, which constitutes 9.6 percent of the average turnaround time of dry-cargo freighters, could also be decreased.

Figures show that complete elimination of unproductive layover and a 10-percent increase in the utilization of the ships' freight-carrying capacity and in the technical norms for loading and unloading work would increase the freight turnover of maritime ships more than 30 percent.

- 1 -

CLASSIFICATION		<u>RESTRICTED</u>		DISTRIBUTION									
STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB											
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI											

RESTRICTED

STAT

Indexes of Ship Layover and Utilization of Carrying Capacity for Various Ship Lines

Table 1. Unproductive Layover per Ship Voyage (in days)

<u>Ship Line</u>	<u>1950</u>	<u>9 Mo of 1951</u>
Northern	3.4	2.5
Baltic	3.2	3
Black	2	1.6
Caspian Dry-Cargo	1.5	0.8

Table 2. Unproductive Layover of Ships Awaiting Dock Space (in percent of total)

<u>Ship Line</u>	<u>1950</u>	<u>9 Mo of 1951</u>
Baltic	25.2	23.6
Azov	44.2	43.3
Far East	35.3	33.9
Latvian	27	26.2
Sakhalin	25.5	32
Kamchatka-Chukotsk	36.1	26.8

Table 3. Unproductive Layover of Ships Awaiting Tow Boats (in percent of total)

<u>Ship Line</u>	<u>1950</u>	<u>9 Mo of 1951</u>
Northern	21.3	24.3
Black Sea	30.3	33.9
Caspian Dry-Cargo	51.9	42.4
Sakhalin	24.9	13.8

Table 4. Percent Utilization of Ships' Carrying Capacity (in reference to empty or partially empty runs)

<u>Fleet or Ship Line</u>	<u>Percent</u>
Soviet maritime fleet	60
Ship lines of Far East river basins	45
Caspian Dry-Cargo Ship Line	49

- E N D -

- 2 -

RESTRICTED